

### **DEPARTMENT OF THE NAVY**

NAVAL SEA SYSTEMS COMMAND 1333 ISAAC HULL AVENUE WASHINGTON NAVY YARD DC 20376

> NREPLY REFER TO 4520 Ser 333/035 22 March 2012

Mr. Reid Nelson Advisory Council on Historic Preservation Suite 803 1100 Pennsylvania Avenue NW Washington, DC 20004-2501

Subj: Section 106 Consultation for the Battleship Texas Proposed Dry-berth Project

Dear Mr. Nelson:

I am writing to inform the Advisory Council on Historic Preservation (the Council) of the proposed undertaking to permanently dry-berth Battleship Texas and to invite the Council to participate in Section 106 consultation.

Battleship Texas is a naval vessel that is owned by the State of Texas and operated by the Texas Parks and Wildlife Department (TPWD). The TPWD proposes to construct a permanent dry-berth for the ship to prevent further deterioration to the ship's hull and alleviate future major hull repairs. TPWD received federal funding to complete the project and is required to maintain the ship in a condition that is satisfactory to the Secretary of the Navy. Further, Battleship Texas is listed in the National Register of Historic Places (NRHP) and is considered a National Historic Landmark and a National Mechanical Engineering Landmark. In accordance with the National Historic Preservation Act (NHPA), the Department of the Navy (Navy) initiated Section 106 consultation and will serve as lead federal agency for the proposed undertaking.

On January 26, 2012, the Navy in partnership with the TPWD conducted the first Section 106 consultation meeting. During this meeting, the TPWD presented alternative designs for the dry-berth and alternative sites within the vicinity of the ship's current location. The TPWD also presented a preliminary area of potential effects and identified historic properties that will be affected by the proposed undertaking. In addition to the ship, the San Jacinto Battleground, which is a national historic landmark, has also been identified as a historic property that will be affected by the proposed undertaking. After reviewing the proposed alternative designs and alternative

locations, the Navy determined the proposed undertaking may alter characteristics of Battleship Texas and/or the San Jacinto Battleground that qualify them for inclusion in the NRHP, thereby, satisfying criteria for a finding of adverse effect. The State Historic Preservation Officer (SHPO) concurred with the Navy's determination on March 13 (see attached letter from SHPO).

Pursuant to the NHPA and its implementing regulations codified at 36 C.F.R. § 800.6(1)(i)(A), the Navy is formally inviting the Council to participate in Section 106 consultation. In further compliance with 36 C.F.R. § 800.11(e), additional information is attached for your review.

We appreciate your consideration and look forward to hearing from you. If you have additional questions, please contact Tuwana Cummings at (202)781-1504 or tuwana.cummings@navy.mil or Jim Poles at (202) 781-0149 or james.poles@navy.mil.

Sincerely,

Glen A. Clark

Deputy Program Manager

Navy Inactive Ships Program, PMS 333

### Enclosures:

- 1. National Register of Historic Places Inventory, Nomination Form, San Jacinto Battleground (prepared 1975)
- 2. National Register of Historic Places Inventory, Nomination Form, U.S.S. Texas (prepared 1976)
- 3. Battleship Texas Dry-Berth Project, Preliminary Onsite Alternatives (26 January 2012)
- 4. Battleship Texas Dry-Berth Project, Preliminary Offsite Alternatives (26 January 2012)
- 5. Battleship Texas Dry-Berth Project, Area of Potential Effects (2012)

- 6. Battleship Texas Dry-Berth Project, "Ship Log," for distribution at public meeting held 28 February 2012
- 7. Letter from A. Elizabeth Butman, State Coordinator for Project Review, Texas State Historic Preservation Office, to Capt. C. R. Pietras, Program Manager, Navy Inactive Ships Program, Department of the Navy, 13 March 2012
- cc: Mr. Garry McMahon, Program Manager, Port of Houston Authority, via email
  - Ms. Tammie Nielsen, District Director, Office of State Representative Ken Legler, via email
  - Ms. Amanda Peters, Chief of Staff, Office of State Representative Wayne Smith, via email
  - Mr. Andy Smith, Texas Parks and Wildlife Department, via email
  - Mr. Russell Kuykendall, Texas Parks and Wildlife Department, via email
  - Mr. Scott Triebes, Texas Parks and Wildlife Department, via email
  - Mr. Justin Rhodes, Texas Parks and Wildlife Department, via email
  - Mr. Michael Strutt, Texas Parks and Wildlife Department, via email
  - Ms. Laura Russell, Texas Parks and Wildlife Department, via email
  - Ms. Ruth Mathews, Texas Parks and Wildlife Department, via email
  - Mr. Travis Davis, Texas Parks and Wildlife Department, via email
  - Ms. Winnie Trippet, Texas Parks and Wildlife Department, via email
  - Mr. Mark Wolf, Texas Historical Commission, via email
  - Mr. Mark Denton, Texas Historical Commission, via email
  - Ms. Elizabeth Butman, Texas Historical Commission, via email
  - Ms. Kristen Brown, Texas Historical Commission, via email

THEME:

The Mexican War: Prelude to War--the Texas Revolution & the Bear Flag Revolt

DATE ENTERED

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

### POR NPS USE ONLY RECEIVED

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE IN	STRUCTIONS IN <i>HOW TO</i> TYPE ALL ENTRIES C			
NAME	THE ALL ENTINES O	OM LEVE AT LIONO		
HISTORIC	San Jacinto Battlef	field		
AND/OR COMMON	San Jacinto Battlei	field		
LOCATION	Dall Subtrice Bassics			
STREET & NUMBER	22 miles east of Ho	ouston on Texas 13	34	
_			NOT FOR PUBLICATION	
CITY, TOWN	Houston x		CONGRESSIONAL DISTRI	ICT
STATE		VICINITY OF	8th county	CODE
	Texas 4	18	Harris	201
CLASSIFICA	TION			
CATEGORY	OWNERSHIP	STATUS	PRES	ENT USE
DISTRICT	_XPUBLIC	X_OCCUPIED	AGRICULTURE	MUSEUM
BUILDING(S)	PRIVATE	_UNOCCUPIED	COMMERCIAL	X PARK
STRUCTURE _XSITE	_BOTH PUBLIC ACQUISITION	WORK IN PROGRESS ACCESSIBLE	EDUCATIONAL ENTERTAINMENT	—PRIVATE RESIDENCE
OBJECT	IN PROCESS	_YES: RESTRICTED	GOVERNMENT	SCIENTIFIC
	BEING CONSIDERED	YES: UNRESTRICTED	INDUSTRIAL	_TRANSPORTATION
		NO	MILITARY	_OTHER:
NAME STREET & NUMBER	State of Texas, adm Department		s State Park and	Wildlife
	John H. Regan Build	ing		
CITY, TOWN	Austin	VICINITY OF	· STATE Texas	
LOCATION	OF LEGAL DESCR		20145	
COURTHOUSE, REGISTRY OF DEEDS, ETC	Harris County Court			
STREET & NUMBER	301 San Jacinto Str	·eet		-
CITY, TOWN			STATE	
	Houston		Texas	
REPRESENT	ATION IN EXISTI	NG SURVEYS		
TITLE				
DATE		FEDERAL	STATECOUNTYLOCAL	
DEPOSITORY FOR			SIRIECOUNTY _LUCAL	
SURVEY RECORDS				
CITY, TOWN		· · · · · · · · · · · · · · · · · · ·	STATE	



### CONDITION

**CHECK ONE** 

CHECK ONE

\_\_EXCELLENT

\*DETERIORATED

\_\_UNEXPOSED

\_\_UNALTERED

X ORIGINAL SITE

\_\_GOOD

\_\_RUINS

X ALTERED

\_\_MOVED DATE\_\_\_\_

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Battle of San Jacinto had been commemorated by Texans as early as the first anniversary but it was not until the 1850's that early efforts were first organized to appropriately mark the battleground. In the 1890's the idea of purchasing the entire battlefield and converting it into a State Park gained momentum and a chapter of the Daughters of the Republic of Texas enlisted support for a legislative bill to provide funds. In 1897 the bill passed. Three years before, in 1894, James Monroe Hill led a committee of San Jacinto veterans to the battleground to delineate the exact location of the battle. His son George Hill correlated eye-witness reports and drew the map which formed the basis for the boundary. It took three years to complete the purchase of the property.

In 1936, under the impetus of the state centennial celebration, extensive "improvements" of the property began which included the construction of a towering monument with a museum at its base, a large reflecting pool and landscaped grounds. Today the battlefield exists within a maze of oil refineries, chemical plants and high tension wires. Because of this heavy industrial development, the land is subsiding rapidly, causing the reflecting pool to lose its rectanglar form and the park area to become a marsh in several areas. Markers at various numbered points explain the battle and are illustrated on a map of the battleground which is included as sketch map A.

SPECIFIC DAT	ES 1836	BUILDER/ARCI	HITECT	
1900-		INVENTION	_, 02,703, 00 72,777	
1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	_OTHER (SPECIFY)
X1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	TRANSPORTATION
1700-1799	ART	ENGINEERING	MUSIC	THEATER
_1600-1699	ARCHITECTURE	EDUCATION	<b>X</b> MILITARY	SOCIAL/HUMANITARIAN
_1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1400-1499	_ARCHEOLOGY-HISTORIC	CONSERVATION	_LAW	SCIENCE
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	RELIGION
PERIOD	AF	REAS OF SIGNIFICANCE CH	IECK AND JUSTIFY BELOW	

### STATEMENT OF SIGNIFICANCE

General Sam Houston on April 21, 1836, won the decisive engagement of the Texas Revolution, the battle of San Jacinto, and insured the victory of the revolutionaries, and ultimately, the independence of the Texas Republic from Mexico. Independence paved the way for annexation by the United States, which in turn brought on the Mexican War and the acquisition by the United States of the entire Southwest and California.

### **HISTORY**

On March 2, 1836, Americans in Texas adopted a declaration of independence for the Republic of Texas, establishing General Sam Houston as Commanderin-Chief of all Texas forces. Before he could raise sufficient forces the Alamo had already fallen to Santa Anna. Realizing that his small army with meager provisions would provide no fight for the Mexican army, he chose to retreat to the Brazos River.

Santa Anna, after arriving too late in Harrisburg to capture the newly formed Texan government, turned north in pursuit of Houston's forces. On April 20, 1836, he took up his position where the San Jacinto River joins Buffalo Bayou, with open country to the left, the San Jacinto on their right, and the bayou before them.

On April 18, Houston intercepted a Mexican courier with dispatches that clearly revealed Santa Anna's plans. Houston began his move. Crossing south of Buffalo Bayou, Houston proceeded with a force of about 900 men to the vicinity of Lynch's Ferry, near the confluence of the San Jacinto River and the bayou. Houston's intelligence indicated a force of about 600 Mexicans faced his troops across the prairie, but for undisclosed reasons Houston waited while General Cos, a brother-in-law of Santa Anna, joined the Mexican forces raising the enemies strength to some 1,200 men.

Then on the afternoon of April 21, Houston prepared to attack the Mexican position which now offered them no road for retreat as the bridge on the only road across the Brazos, eight miles from the encampment, had been destroyed. At half past three, Houston gave the order to arm and assemble. The Texans formed a line of infantry extending about 1,000 yards, broken only by a battery of two cannons. Some 60 cavalry troops under the command of Mirabeau B. Lamar protected the Texans' right flank and guarded against a Mexican breakthrough to the prairie.

### 9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuance Sheet)

10 GEOGRAPHICAL DATA	
ACREAGE OF NOMINATED PROPERTY C. 455	
UTM REFERENCES	
A 1 15   2 9 9 9 8 d   3 2 19 2 2 2 7 0 B 1 1 5	1
ZONE EASTING NORTHING ZON	T
C 1 15 2 9 7 7 4 0 3 2 9 2 9 7 0 0 1 5	2 9, 7 9, 4, 0 3,2 9,3 8, 1, 0
VERBAL BOUNDARY DESCRIPTION As the boundaries of San Inginto State Paul	
As the boundaries of San Jacinto State Park were available historical information, the landmark	re set according to the best
state owned property as indicated on the U.S.G.	
as of May 15, 1975. The Battleship Texas and mo	numents and other physical
apputenances do not contribute to the national	significance of the landmark.
LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAP	PPING STATE OR COUNTY BOUNDARIES
STATE CODE COUNTY	CODE
STATE CODE COUNTY	CODE
<u> </u>	
IFORM PREPARED BY	
Patricia Heintzelman, Architectural Historian,	Landmark Review Project
ORGANIZATION	DATE
Historic Sites Survey, National Park Service	5/15/75
STREET & NUMBER 1100 L Street NW.	TELEPHONE 202-523-5464
CITY OR TOWN	STATE
Washington	D.C. 20240
2 STATE HISTORIC PRESERVATION OFFIC	ER CERTIFICATION
THE EVALUATED SIGNIFICANCE OF THIS PROPER	RTY WITHIN THE STATE IS:
NATIONAL STATE	LOCAL
A. A. J. J. J. C. J. H. J. D. J. G. J.	2 2000 (2000)
As the designated State Historic Preservation Officer for the National Historic hereby nominate this property for inclusion in the National Register and co	
criteria and procedures set forth by the National Park Service.	
FEDERAL REPRESENTATIVE SIGNATURE	Landmark 12/12/15
FEDERAL REPRESENTATIVE SIGNATURE	Designated: 12/19/50
TITLE	DATE date  Boundary Certified:
OR NPS USE ONLY	1 491/-5-20-72
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIO	
	DA EArch, Surveys
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	Acca, Surveys
	DA E Bundow Dismod
KEEPER OF THE NATIONAL REGISTER	Clare Illa Veulas
	Act in Frector, CAHP date
	and the state of t

Form No. 10-300a (Rev. 10-74)

### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY	•
RECEIVED	14
DATE ENTERED	

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

While a slight swell in the terrain afforded the attackers cover to within 200 yards of the enemy, the complete surprise by which the Texans took the Mexican forces remains unexplained. The account of the action, extracted from General Houston's official report of the battle to the President of the Republic, David G. Burnet states: "Colonel Sherman, with his regiment, having commenced the action upon our left wing, the whole line, at the center and on the right advancing in double quick time, raised the war-cry, 'Remember the Alamo!' received the enemy's fire, and advanced within point blank shot before a piece was discharged from our lines. Our lines advanced without a halt, until they were in possession of the woodland and the enemy's breastwork—the right wing of Burleson's and the left of Millard's taking possession of the breastwork; our artillery having gallantly charged up within seventy yards of the enemy's cannon, when it was taken by our troops."

By Houston's official report, the battle lasted only 18 minutes. Mexican losses were 630 dead, 208 injured and 730 prisoners, while Texan forces lost only 9 men with 30 others wounded. Santa Anna was captured the following day dressed as a Mexican private and was held as a hostage against further Mexican attack. On May 17 the treaty was signed which brought the conflict formally to a close.

Form No. 10-300a (Rev. 10-74)

### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY	,
RECEIVED	*
DATE ENTERED	

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

"Eighteen Minutes to Independence," The Shamrock, Spring 1965, p. 12-15.

Muir, Andrew F., "The Mystery of San Jacinto," <u>Southwest Review</u>, XXXVI, Spring, 1951.

Richardson, R. N. Texas, the Lone Star State, (New York, 1943).

The San Jacinto Museum and Monument, The San Jacinto Museum of History Association, 1949.

Warren, Robert Penn, Sam Houston and the Battle of San Jacinto, San Jacinto Museum of History, 1959.

Webb, Walter Prescott, ed. The Handbook of Texas, Austin, 1952.

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR VPS I	SECHLY	<b>C</b> ) 40 Ye		<b>*</b> "2
FOR MPS ( MECEIVED	46.65%,32			
UECEIAÉIT				
DATE ENTI	ERED			

SEE INSTRUCTIONS I	N HOW TO COMPLETE NATIONA TRIES COMPLETE APPLICABLI	L REGISTER FORMS	
1 NAME	TRIES COMIT LETE ATTEICABE	COLOTIONO	·
U.S.S. <u>Texas</u>		(1)	
AND/OR COMMON The Battleship	Texas		41
LOCATION			
San Jaci	into Battleground Stat	e Park	
ca. 22 mi. east of	Houston on Tex. 134	NOT FOR PUBLICATION	
CITY, TOWN	5.7.88	CONGRESSIONAL DISTR	ст 8
•	x VICINITY OF Houston		
STATE Texas	CDDE 48	COUNTY Harri	CODE 201
<u>=</u> ,		1144 6 21	
CLASSIFICATION		¥	
CATEGORY OWNERSHIP	-STATUS -	PRESI	ENT USE
DISTRICT _XPUBLIC	- XOCCUPIED	AGRICULTURE	X.museum
BUILDING(SIPRIVATE	_UNOCCUPIED	COMMERCIAL	PARK ·
STRUCTUREBOTH	WORK IN PROGRESS	XEDUCATIONAL	PRIVATE RESIDENCE
_SITE PUBLIC ACQU	SISITION, ACCESSIBLE	ENTERTAINMENT	RELIGIOUS
. X OBJECTIN PROCESS	XYES: RESTRICTED	GOVERNMENT	SCIENTIFIC
BEING CONSIDERE	DYES: UNRESTRICTED	INDUSTRIAL	_TRANSPORTATION
_	NO	MILITARY	OTHER:
OWNER OF PROPERTY  NAME State of Texas	Contact: C.H. Tayl The Battleship Texa		
STREET & NUMBER EXXON Building			Tim
CITY, TOWN	•	STATE	_
Houston	VICINITY OF		Texas
LOCATION OF LEGAL	DESCRIPTION		
	Battleship Texas Commi	ssion	8
STREET & NUMBER	I Building Suite 2605	e (F	
CITY, TOWN	Building, Suite 2695	STATE	
Houst	on	Tex	as
REPRESENTATION IN	<u> </u>	¥	o o
ASME National	Historical Mechanical	Engineering I	
1975	FEDERALST.	ATECOUNTYLOCAL	national, private
DEPOSITORY FOR SURVEY RECORDS ASME United	Engineering Center	•	
CITY, TOWN		STATE	•
New York		Ne.	w York

### 7 DESCRIPTION

CONDITION

CHECK ONE

**CHECK ONE** 

\_\_EXCELLENT

\_\_DETERIORATED

\_UNALTERED

...ORIGINAL SITE

GOOD \_\_FAIR

\_\_UNEXPOSED

\_\_RUINS

X MOVED DATE 1948

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Newport News Shipbuilding and Dry Dock Company built Texas (BB35) in 1911-14. Upon her completion she measured 573 feet long, was 94 3/4 feet wide at the beam, had a normal displacement of 27,000 tons and a mean draft of 28 1/2 feet, and boasted a top speed of 21 knots. She carried ten 14-inch guns, sixteen 5-inch guns, eight 3-inch guns, assorted anticraft weapons, three seaplanes launchable from a catapult, and a crew of 1,314.8

Texas was one of the last two American warships built with reciprocating steam engines, and she is the only surviving one. The engines, which drive twin screws, are four-cylinder, triple-expansion machines with a total designed horsepower of 28,100 at 125 revolutions per minute and steam at 265 pounds per square inch. Cylinder bores are: high pressure, 39 inches; intermediate pressure, 63 inches; and low pressure (two cylinders), 83 inches. All have a 48-inch stroke. Cylinder sequence is: forward low pressure, high pressure, intermediate pressure, and aft low pressure. Crank angles are 90° and the working sequence is high, intermediate, forward low, and aft low. Each high pressure cylinder has one piston valve, and each of the other cylinders has two. All are actuated by Stephenson's double-link valve gear. Cylinders and valve crests are cast iron; working liners are closegrained cast iron. The pistons, all conical, are cast steel, except the high pressure which is cast iron. Except for the high pressure, the cylinders are steam-jacketed around the liners and at both ends. Bedplates are cast steel, and framing consists of Navy-type forged steel columns bolted to the bedplate and cylinders and braced by diagonal, cross, and longitudinal stays.

All working and moving parts of the main engines, except the valve links and valve-stem guides, are force lubricated under a pressure of about 50 pounds per square inch. The crank pits are totally enclosed by galvanized sheet-steel casings within 18 inches of the bottoms of the cylinders. Steam is supplied by 15 Babcock and Wilcox water-tube boilers working at 295 pounds per square inch, throttled down to 265 pounds per square inch at the engines. The heating surface is 62,213 square feet and the grate area 1,554 square feet. Furnaces operate under closed fire-room forced draft with an ashpit pressure of 2 inches of water. Total machinery weight is 2,375 tons. The propellers are three-bladed; have manganese bronze blades; measure 18 feet, 7 1/2 inches in diameter; and have a pitch of 19 feet, 11 1/2 inches.

Murphey and Serratore, "Reciprocating Steam Engines: U.S.S. <u>Texas</u>,"

Ibid., 5-6. Although still intact, Texas' engines are no longer operable.

### 8 SIGNIFICANCE

PERIOD	RELATED TO BOTH	THE MILITARY AND REAS OF SIGNIFICANCE CH		THEMES.
—PREHISTORIC —1400-1499 —1500-1599 —1600-1699 —1700-1799 —1800-1899 X.1900-	ARCHEOLOGY-PREHISTORICARCHEOLOGY-HISTORICAGRICULTUREARCHITECTUREARTCOMMERCECOMMUNICATIONS	COMMUNITY PLANNING CONSERVATION ECONOMICS EDUCATION STENGINEERING EXPLORATION/SETTLEMENT INDUSTRY	LANDSCAPE ARCHITECTURE LAW LITERATURE  MILITARY MUSIC PHILOSOPHY POLITICS/GOVERNMENT	RELIGIONSCIENCESCULPTURESOCIAL/HUMANITARIANTHEATERTRANSPORTATIONOTHER (SPECIFY)
SPECIFIC DAT	ES 1010 1048	BUILDER/ARC	HITECT Newport News	Shipbuilding

STATEMENT OF SIGNIFICANCE

1910-1948

When completed in 1914, the U.S.S. <u>Texas</u> (BB35) was one of the last two American-built warships powered by reciprocating steam engines. Today she is the only surviving one. Navy guns and planes sent <u>Texas</u> sister ship, U.S.S. <u>New York</u>, to the bottom of the Pacific Ocean during a training exercise in 1948.

and Dry Dock Company

In addition to making Texas unique, her reciprocating steam engines, which the American Society of Mechanical Engineers calls the "most sophisticated" of their class, make the vessel a symbol of the rapid evolution of steam power in U.S. warships between the 1880's and the first decade of the 20th century. Although one-quarter of all Navy ships had steam power by 1850, naval authorities did not fully accept steam for major vessels until the 1870's. Once adopting steam power for capital ships, however, the Navy moved quickly from reciprocating to turbine engines. When Texas and New York were authorized in 1910, the Navy already had three turbine-powered battleships and selected reciprocating engines for the two new vessels largely to force turbine builders to adopt improved designs.

In 34 years of service Texas not only proved the durability of its engines but performed outstandingly in both the First and Second World Wars. In World War I Texas joined the 6th Battle Squadron of the British Grand Fleet in protecting the British Isles, and in World War II the still formidable vessel escorted several Atlantic convoys, participated in the North African and Normandy invasions in the Atlantic Theater, and assisted in the preinvasion bombardments of Iwo Jima and Okinawa in the Pacific Theater. Of the Normandy action, Ernest Hemingway, who observed the scene, wrote that while Texas fired 14-inch shells at enemy defenses, soldiers approaching the beach in landing craft watched the ship's flashing guns with both surprise and great joy. "Under their steel helmets," he said of the troops, "they looked like pikemen of the Middle Ages to whose aid in battle had suddenly come some strange and unbelievable monster."

Carey Murphey and Peter Serratore, "Reciprocating Steam Engines: U.S.S. <u>Texas</u>". Mimeographed (New York, 1975), 3.

Quoted in Samuel Eliot Morison, The Invasion of France and Germany,

ſ	MAJOR BIBLIOGRAPHICAL REFERENCES
	Battleship Texas Commission, "The Battleship Texas." Pamphlet (Houston: The Battleship Texas Commission, n.d.).
	Blount, William J. (illus.), "U.S.S. Texas." Diagram (Houston: The

Battlesh	ip Texas Co	ommission	, 1971).		(cont.)
II GEOGRAPHI	CAL DATA				
ACREAGE OF NOMINAT	TED PROPERTY		_		
UTM REFERENCES				6;	
A / 15 219.7 ZONE EASTING C         1	G NORT	9,313,8,01 HING	B L L	EASTING NOI	RTHING
			ie 8		
	25				ran
		130			
				• (20)	• %
LIST ALL STA	TES AND COUNT	ES FOR PROPER	TIES OVERLAPPIN	G STATE OR COUNTY B	OUNDARIES
STATE		CODE	COUNTY		CODE
STATE		CODE	COUNTY		CODE
American Asso STREET & NUMBER 1400 Eighth A	a .	8 9	and Local H	istory TELEPHONE STATE	April 1976 615-242-5583
CITY OR TOWN				1/207	May 2000
Nashville VYST		EDY/A MIO	N OFFICER		Tennessee
2 STATE HIST					UN .
т	HE EVALUATED S	IGNIFICANCE OF	FITHIS PROPERTY V	WITHIN THE STATE IS:	
NATIONA	\L	STA	TE	LOCAL	
As the designated State hereby nominate this procriteria and procedures s	operty for inclusion	in the National	Register and certify	eservation Act of 1966 (F that it has been evalua	Public Law 89-665), I ted according to the
FEDERAL REPRESENTAT	IVE SIGNATURE				
TITLE	• · · · · · · · · · · · · · · · · · · ·	7.00		DATE	
HEREBY CERTIFY IT		\$550VV	TEARS (19 61)	[2] 大龙 (1) (1) (1) (1) (1) (1) (1) (1)	
	HAT THIS PROPER	TY IS INCLUDED	IN THE NATIONAL	REGISTER	
				REGISTER DATE	
DIRECTOR, OFFICE O TTEST: KEEPER OF THE NATI	F ARCHEOLOGY A				

Form No. 10-300a (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS U	SE ONLY	e - S	7/1	
RECEIVED	14	*	0.0	
			5	

DATE ENTERED

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET U.S.S. Texas ITEM NUMBER 7 PAGE ONE

Initially Texas burned coal and used oil only as an auxiliary fuel in an emergency. During a major overhaul in 1925, the Navy converted the vessel to oil. At the same time workmen took down her two cagemasts, installed a high tripod foremast, and added advanced fire control equipment, more armor, and antitorpedo blisters.

At the end of World War II, the United States made major military cutbacks, and <u>Texas</u> appeared expendable. Rather than watch the gallant vessel mothballed or scrapped, Texans, led by Lloyd Gregory, created the Battleship Texas Commission and raised money to save her. Tugs towed the huge ship from Norfolk Navy Yard to Houston in 1948, and there the U.S. Government decommissioned her and presented her to the State for use as a historic monument.

Today Texas is permanently moored in a slip off the Houston Ship Channel on the edge of the San Jacinto Battleground State Park. Her only enemies now are air pollution and the weather. Constant exposure plus heavy tourist traffic and lack of a large crew of sailors for swabbing and polishing have led to deterioration of the ship's teakwood main deck, much of which is covered today with a concrete slab. Rust is a constant problem too, but Texas' curator and staff do a good job in combatting it. Many areas of the ship are open to the public, including the engine rooms, and several small museums are maintained aboard her. In 1975 the American Society of Mechanical Engineers declared Texas a National Mechanical Engineering Landmark for her reciprocating steam engines.

### CONTINUATION SHEET U.S.S.Texas ITEM NUMBER 9 PAGE one

- Morison, Samuel Eliot, The Invasion of France and Germany, 1944-1945 (Boston: Little, Brown, and Company, 1957).
- Brown, and Company, 1960).

  Brown, and Company, 1960).
- Murphey, Carey and Peter Serratore, "Reciprocating Steam Engines: U.S.S. <u>Texas.</u>" Mimeographed (New York: American Society of Mechanical Engineers, 1975).
- Pater, Alan F., <u>United States Battleships: The History of America's</u>
  <u>Greatest Fighting Fleet</u> (Beverly Hills: Monitor Book Company, 1968).
- Pratt, Fletcher, The Compact History of the United States Navy. Revised Edition (New York: Hawthorn Books, Inc., 1962).

Form No. 10-300a (Rev. 10-74)

### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY	2	
RECEIVED		
		50
DATE ENTERED	1000	(0)

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET U.S.S. Texas ITEM NUMBER 8 PAGE ONE

Decommissioned in 1948, the 573-foot-long, 34,000-ton Texas now lies permanently moored in a slip off the Houston Ship Channel on the edge of San Jacinto Battleground State Park.

### History

The U.S.S. <u>Texas</u> (BB35) is the second battleship named for the Lone Star State. Workmen at Norfolk Navy Yard built the first one in 1892-95. It played a leading role in naval operations in the Caribbean during the Spanish-American War and was decommissioned and sunk in 1911. By that time Congress had authorized construction of the second <u>Texas</u> and two other new battleships--New York and <u>Oklahoma</u>.

For the new Texas, destiny saved a special niche in shipbuilding history. Having opposed for years the use of steam to power its capital ships, the Navy Department had accepted it in the 1880's and, following a rapid evolution in engine design, had concluded that steam turbines represented the engines of the future. By 1910 the U.S. Fleet included three turbine-powered battleships, and eventually Oklahoma would be the fourth. For Texas and New York, however, the Navy reverted to reciprocating steam engines largely to force turbine builders to improve future designs according to Navy specifications. When completed, Texas and New York had, according to the American Society of Mechanical Engineers, "the last, and most sophisticated, reciprocating steam engines" installed in American warships. Today only Texas survives, New York having been decommissioned and sunk in 1948.

Building <u>Texas</u> at a bid price of \$5,830,000, Newport News Shipbuilding and Dry Dock Company laid the vessel's keel in April 1911 and launched the new ship in May 1912. The Navy commissioned her in March 1914. Upon her completion <u>Texas</u> measured 573 feet long, was 94 3/4 feet wide at the beam, had a normal displacement of 27,000 tons and a mean draft of 28 1/2 feet, and boasted a top speed of 21 knots. She carried ten 14-inch guns, sixteen 5-inch guns, eight 3-inch guns, assorted anticraft weapons, three seaplanes launchable from a catapult, and a crew of 1,314.

Texas' first cruise began May 19, 1914, and took the warship to the eastern coast of Mexico, where following the Tampico Affair, U.S. troops

Murphey and Serratore, "Reciprocating Steam Engines: U.S.S. <u>Texas</u>,"

Sources differ on number of men and guns. These figures are accepted by the Battleship Texas Commission.

Form No. 10-300a (Rev. 10-74)

### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY			в
RECEIVED	50	* 1.	
DATE ENTERED		Ger 1	- 10 y 10 y 10

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET U.S.S. Texas ITEM NUMBER 8 PAGE two

briefly occupied Vera Cruz, and the Navy blockaded Mexican ports. Once the two countries resolved their difficulties, <u>Texas</u> underwent repairs in the New York Navy Yard and then spent 2 years engaged in fleet tactics and battle problems from the coast of New England south to the Caribbean Sea.

During the first few months after U.S. entry into World War I, the Navy utilized Texas in training engineers and gun crews for armed merchant ships, and it was at this time that Texas experienced what might have been a major embarrassment had the witnesses not included her sister ship New York. On September 28, 1917, the ship grounded near the north end of Block Island. For 3 days Texas'crew worked unsuccessfully to lighten the vessel and free her. The Navy then brought in tugboats to move the battlewagon, but they also failed to budge her until sailors watching from the nearby New York shouted in unison: "Come on, Texas!" As the cry went up, the huge ship moved slightly, and in no time it backed clear of the island. Since that day, "Come on, Texas!" has been the ship's battlecry.

In February 1918 Texas crossed the North Atlantic and joined other U.S. battleships in the 6th Battle Squadron of the British Grand Fleet. Until the cessation of hostilities Texas cruised off the British Isles to help meet any threat from the German Fleet. The war ended in November, and the following month Texas formed part of the honor escort that took President Woodrow Wilson into Brent, France.

Returning to New York for Christmas, <u>Texas</u> received routine repairs and in the summer joined the Pacific Fleet for maneuvers off the west coast. The veteran warship remained in the Pacific 5 years before steaming to Annapolis in 1924 to join a U.S. Naval Academy practice cruise to Europe. In 1925 <u>Texas</u> put in at the Norfolk Navy Yard for an extensive overhaul. Workmen converted her from a coal-burner to an oil-burner, removed her cagemasts and installed a high tripod foremast, and added antitorpedo blisters, more armour, and the first "electric gunnery director" put in any Navy vessel.

On September 1, 1927, Texas became the flagship of Adm. Charles F. Hughes, Commander of the U.S. Fleet, and for the next few months took part in combined maneuvers in the Caribbean and the Pacific. Back in New York by December, Texas was chosen to transport President Herbert Hoover to the Pan-American Conference in Havana, Cuba, in January 1928. After accomplishing this prestigious task, the ship spent the next 11 years along the eastern seaboard and in the Caribbean, with occasional maneuvers in the Pacific.

Form No. 10-300a (Rev. 10-74)

### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY	V 100_8	
RECEIVED		
DATE ENTERED	9	

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET U.S.S. Texas ITEM NUMBER 8 PAGE three

When World War II erupted in Europe in September 1939, the Navy assigned Texas to the Atlantic Squadron, which soon became the nucleus of the Atlantic Fleet under the command of Adm. Ernest J. King. Following a series of "neutrality" patrols, the aging but still powerful battleship joined in convoy duty, and between January and July 1942, she escorted troop and supply vessels to the Panama Canal, West Africa, and Scotland. In August of that year, Texas became the flagship of Adm. Monroe Kelly and began preparing to take part in the Allied invasion of North Africa. Kelly commanded the Northern Attack Group, which on October 28 rendezvoused with Adm. H. Kent Hewitt's Western Naval Task Force. consisting of 102 ships, this was the greatest U.S. war fleet yet assembled. During the ensuing landings, Texas' heavy guns were not needed, but her recently installed radio station broadcast in French the proclamations of President Franklin Roosevelt and Gen. Dwight Eisenhower. Over the next few days Texas rained shells on enemy reinforcement convoys, and one of her scout planes scored a direct hit, with a depth charge, on a German tank.

Between January 1943 and April 1944, Texas led six major troop convoys across the Atlantic and then entered Belfast Lough to get ready for the long-awaited invasion of France. On May 19, 1944, Eisenhower came aboard to address the officers and crew, and on June 6 Texas, now the flagship of Adm. Carleton F. Bryant's naval bombardment support group, took up her battle station off Omaha Beach. The effectiveness of the great ship, once the shelling began, is perhaps best described by Ernest Hemingway, who rode in the sixth wave of landing boats and wrote later that the soldiers "were watching the Texas with looks of surprise and happiness.... Under their steel helmets, they looked like pikemen of the Middle Ages to whose aid in battle had suddenly come some strange and unbelievable monster." Before noon Texas destroyed six 155mm German guns on Pointe du Hoe, blasted numerous machine gun nests and pillboxes, and scored direct hits on four 155mm mortars and at least one mobile gun battery. After noon she reduced to rubble a group of fortified points near Vierville, where the initial landing had become stalled by snipers and Howitzers. "Texas' expenditure on D-day of 428 rounds of 14-inch and 254 rounds of 5-inch ammunition is" says naval historian Samuel Eliot Morison, "good evidence of her zeal." The battleship per-

Quoted in Morison, The Invasion of France and Germany, 135.

<sup>&</sup>lt;u>Ibid.</u>, 148.

Form No. 10-300a (Rev. 10-74)

### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY			
RECEIVED	8		*
DATE ENTERED	9	9	5

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET U.S.S. Texas ITEM NUMBER 8

PAGE four

formed similarly on succeeding days too. On June 25 she took on the German Battery Hamburg, probably the most powerful enemy strongpoint on Cotentin Peninsula, and despite having only half the range of the battery, knocked out one of its four guns and kept the rest occupied for hours. During the action, Texas took two shells, one of which was a dud, and suffered the only fatal casualty of her 34-year service.

July 1944 found Texas off Algeria preparing for the invasion of southern France. Still Admiral Bryant's flagship, on August 15 she led what Morison calls "an unusually strong gunfire support group" for the landing of Gen. William W. Eagles' 45th Army Division. Following a successful operation, Texas returned to New York for overhaul.

Adm. Isaac C. Sowell relieved Bryant in October as Commander of Battleship Division Five but retained Texas as its flagship. A month later she joined Missouri and Arkansas and steamed for the Pacific, where Adm. Peter K. Fishler replaced Sowell. By February 10, 1945, Texas was underway with Amphibious Task Force 52 to conduct battle rehearsals for the invasion of Iwo Jima, which began 6 days later. Here, as at Normandy, Texas performed brilliantly. She silenced several Japanese batteries, pounded the enemy battlefield, destroyed two aircraft on the ground, blasted at least three antiaircraft emplacements, and knocked out a radar control station. In March, April, and May, Texas participated effectively in a similar bombardment of Okinawa.

Late in September, following the Japanese surrender and several weeks of patrol duty, <u>Texas</u> sailed for the States. In subsequent weeks she made three round trips to Pearl Harbor to bring home 4,267 troops, and then she steamed to Norfolk Navy Yard to undergo preparation for inactivation. Her reciprocating steam engines had served her—as she had served the Nation—well. With the war over, though, she was deemed expendable. On April 21, 1948, the Government decommissioned the vessel and presented her to the State of Texas for preservation as a historic monument.

Ibid., 265.

San Jacinto Eattleground State Park, Texas U.S.S. Texas,

March 1976

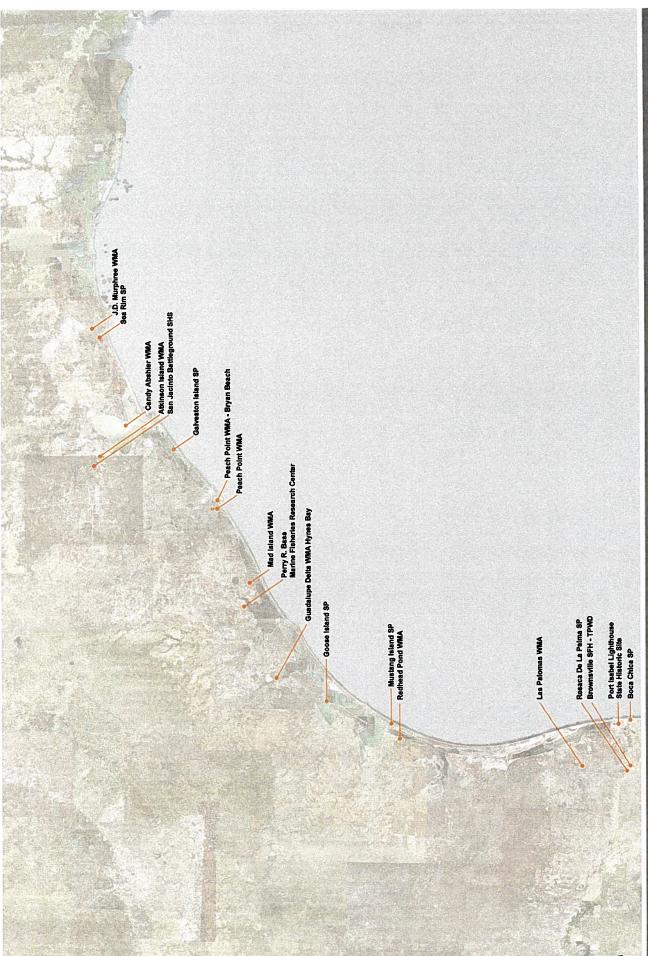




A5COM







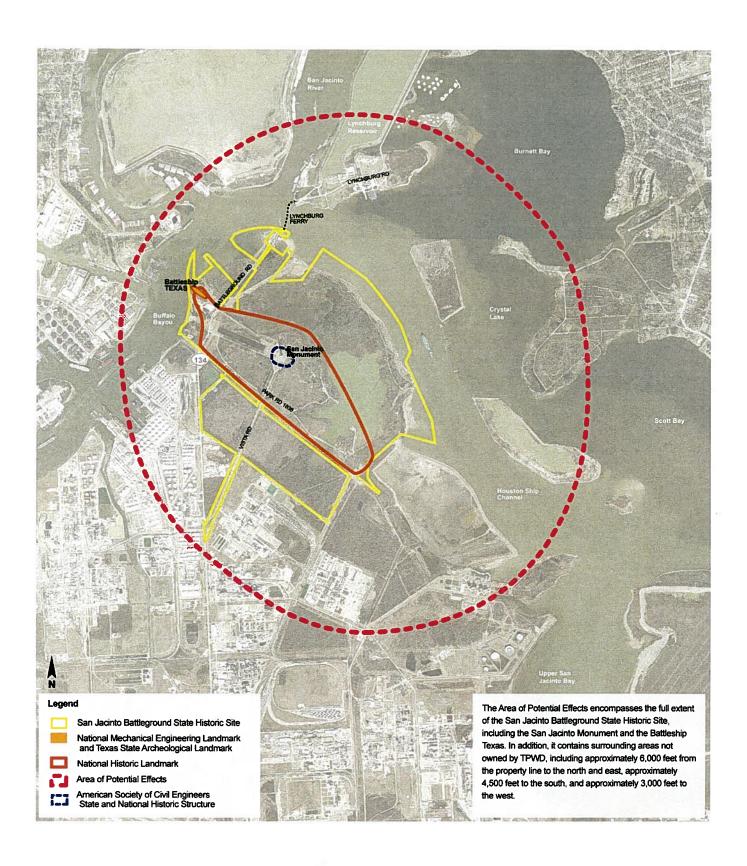
Battleship TEXAS Dry Berth Project | Preliminary Off-Site Alternatives | January 26, 2012



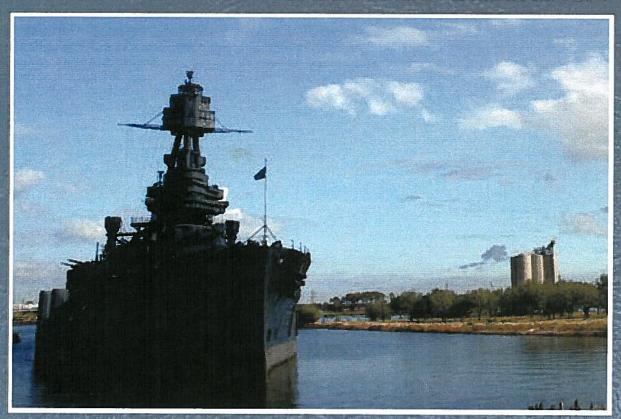


ASCOM





### GIVING THE BATTLESHIP TEXAS A PERMANENT PLACE IN HISTORY













BATTLESHIP TEXAS
Dry Berth Project

Life's better outside."



### HP'S LOG

**PUBLIC MEETING** FEBRUARY 28, 2012 SAN JACINTO MONUMENT LA PORTE, TEXAS

## PROJECT BACKGROUND

The Texas Parks and Wildlife Department (TPWD) has been challenged with a huge and inspiring the historic Battleship TEXAS. The agency's task, Legislative Budget Board, is to place TEXAS in a endeavor – the preservation and protection of as mandated by the Texas Legislature and the permanent dry berth.

battleship, three equally important priorities for the berth project, and it was funded by the Texas State In 2007, Texas voters approved this \$25 million dry Legislature in 2009. As TPWD set forth to save the project were identified:

- The solution must be, within reason, reversible.
- The solution must visually respect the historic San Jacinto Battleground site.
- term afternative to conducting a major dry docking The solution must provide a less expensive longevery 10-15 years.

### FEASIBILITY OF A

## **DRY BERTH SOLUTION**

developing conceptual design options for the dry berth project. To determine the feasibility of dry berthing the battleship, TPWD has accomplished In 2010, TPWD began conducting studies and the following:

- Evaluation of the battleship's current condition, Studies and surveys (including geotechnical,
- topographical, bathymetric, preli<mark>minary n</mark>atural resource and archeological data collection), Development of siting constraints,
  - Regulatory coordination,
- Evaluation of the 2007 Proceanic report on Stakeholder outreach, dry-berth options,
- M Identification, preliminary design preparation and cost estimates of temporary mooring locations during construction,
- Development of a fifth dry berth design option. Development of four dry berth design options and cost estimates for each, and

# WHERE ARE WE NOW?

Environmental Assessment document in coordination with TPWD's lead federal agency, the Department of same time, TPWD is following the consultation process Environmental Policy Act (NEPA) requirements. At the the Navy, Naval Sea Systems Command, or NAVSEA. This Environmental Assessment is being prepared to comply with Department of the Navy and National required by the National Historic Preservation Act. and potential afternatives while preparing an IPWD is considering the conceptual designs

# THE BATTLESHIP'S CONDITION

TEXAS could also endanger navigation on the Houston TEXAS' fragile condition. Hull inspections indicated that moving TEXAS to a different location, even temporarily, developing design concepts for dry-berthing TEXAS in During the summer of 2011, investigations of the ship's hull revealed surprising and alarming news about the Ship Channel. The TPWD project team responded by could present considerable risk to the ship. Moving ner current location.

### PURPOSE AND NEED

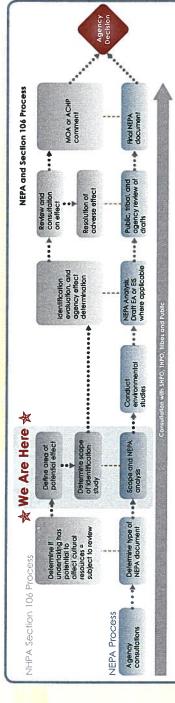
The purpose of the Baitleship TEXAS Dry Berth

environmental threats, creating a condition of

# The Proposed Action is needed to:

\* Protect and preserve the Battleship and its rare \* Maintain the Baftleship's historical landmark

- \* Preserve the Battleship's cultural integrity
- Guarantee continued public access, preserve educational opportunities, and enhance the overall visilor experience
- Improve public access safety
- ship and its berth
- \*Enable IPWD to confinue to provide stewardship salistactory to the Navy. This is practicable only if



NEPA/Section 106 Process Preliminary Design Spring 2011 Contract Negotiation Fall 2010

N

Design for Dry Berth Temporary Mooring Spring 2014

**Sidding for Dry Berth** and Temporary Mooring Winter 2015

Spring 2017

Summer 2017

# DRY BERTH DESIGN OPTIONS

# Here are five dry-berthing options that TPWD is putting forward for your consideration. These conceptual designs were selected from numerous options developed and considered.

NOTE: The dry-berthing design options displayed on

the drawing board to develop a fifth option that meets economically feasible. The project feam went back to coordination with field surveys and studies conducted the goals of the dry berth project within the available budget allotted by the Texas State Legislature. As the design option, TPWD is accepting further viable and by the TPWD project team. Cost estimates for these project team further develops this fifth conceptual The first four design concepts were created in concepts later revealed that they may not be reasonable atternatives from the public.

this naming convention does not indicate preference under consideration. Please note that design options the following pages are conceptual designs that are

are identified by numbers one through five; however,

















**Estimated Cost:** 

Ship Entrance into Houston Ship Channel Required:

On-site wet berth (not superflooded)

Construction Type

Ship Location During Construction: -7 feet lower than existing height

Existing berthing location

**OPTION 2** 

Elevation of Basin Slab:

Elevation of Ship:

-38 feet



Ship Location During Construction:

Sloped earthen revetments

Construction Type:

Existing berth

-7 feet lower than existing height

Elevation of Ship:

-38 feet

Existing berthing location

OPTION 3

Elevation of Basin Slab:



•Estimated costs include the cost to construct the permanent dry berth, o temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.

these designs may be applicable for other locations.

shown for the existing berth location, but aspects of

or favor for any option. These design options are









Existing berthing location Elevation of Basin Slab: -38 feet

-7 feet lower than existing height Elevation of Shlp:

Ship Location During Construction Existing berth

Reinforced concrete sturry wall/cantilevered steel king Construction Type: pile wall

Visitor Access During Construction:

Ship Entrance Into Houston Ship Channel Required: ýe Š

Estimated Cost: \$49.3 million\*







### **OPTION 5**

Elevation of Sand Bottom of Basin: Existing berthing location

Elevation of Ship: -20 feet

Same as existing height Ship Location During Construction: On-site wet berth

Sloped earthen revetments with sand bottom Visitor Access During Construction: Construction Type:

Ship Entrance into Houston Ship Channel Required:

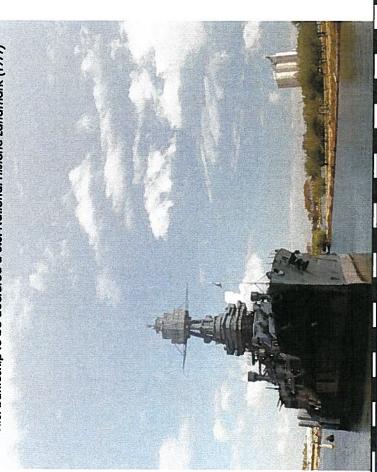
**Estimated Cost:** 

To Be Determined(Under Design)\*

# BATTLESHIP TEXAS

# A Ship of Firsts

- \* First airplane flight off of a U.S. Navy battleship (1919)
- \* First talking movie aboard a U.S. Navy ship (1930)
- \* First commercially built radar aboard a U.S. Navy ship (1938)
- \* Birthplace of the 1st Marine Division of the U.S. Marine Corps (1941)
- \* First memorial battleship gifted to a state (1948)
- ★ First permanent battleship memorial museum in the U.S. (1948)
- \* First battleship to be declared a U.S. National Historic Landmark (1977)



# WHAT IS AN ENVIRONMENTAL

### **ASSESSMENT?**

environment. The EA study process evaluates muttiple afternatives as well as measures to prevent, minimize and compensate for adverse environmental effects. An Environmental Assessment (EA) is a formal study that documents the evaluation of possible effects may have on the natural, social, and economic - positive or negative - that a proposed project

The public is invited to participate in the EA study assist TPWD in selecting the most desirable, or process by providing valuable feedback to 'preferred," atternative.

### COMPLIANCE WITH THE NATIONAL HISTORIC PRESERVATION ACT

minimize, or mitigate any adverse effects to historic resources are developed during this process, which and the San Jacinto Battleground. Ways to avoid, Preservation Act require that all federal agencies take into account the effects of their actions on historic properties, such as the Battleship TEXAS is overseen by the Advisory Council on Historic Preservation, an independent federal agency. Sections 106 and 110 of the National Historic

the information that they need to make an informed and Section 106 processes will provide NAVSEA with any adverse effects to historic properties. The NEPA memorandum of agreement designed to address The Sections 106 and 110 processes will result in a

### GLOSSARY

Reversibility - The ability to reverse or "undo" the dry-berthing process Feasibility - The capability of a project being done, carried out, or accomplished

project concepts are under development and

 $NOW,\ WE\ NEED\ YOUR\ HELP.$  We need your feedback about the proposed dry berth project. Your comments will be considered as a vital part of the NEPA and National Historic Preservation Act compliance processes.

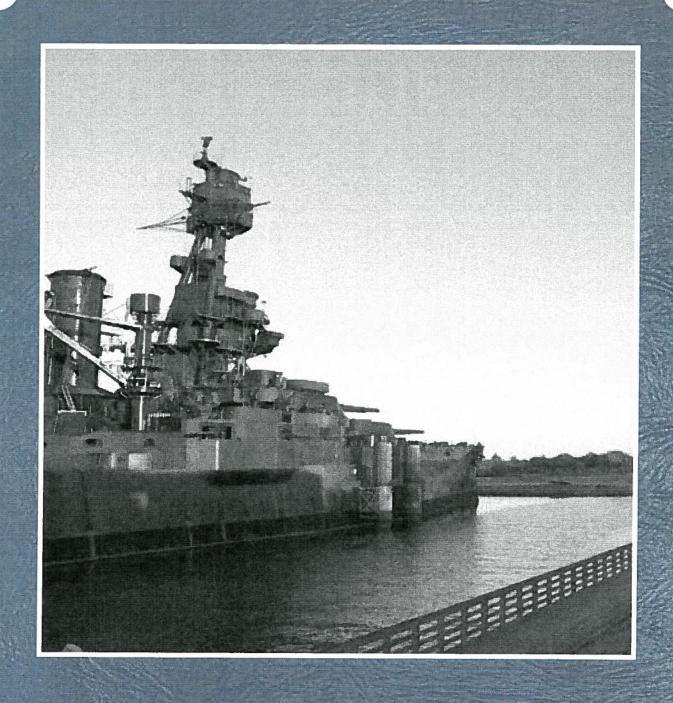
Feedback gathered at tonight's meeting will be used to determine the benefits, issues, concerns, and opportunities of proposed project alternatives. Written comments will be accepted at the meeting and by mail and e-mail. Please submit written comments by March 13, 2012 to:

exas Parks and Wildlife Department Nell Thomas, Infrastructure Division 4200 Smith School Rd

E-mail: info@dryberthTEXAS.com Austin, TX 78744

For more information about the project, please visit the Battleship TEXAS Dry Berth Project website at

\* www.dryberthTEXAS.com



★ www.dryberthTEXAS.com ★

### TEXAS HISTORICAL COMMISSION

real places telling real stories

March 13, 2012

Captain C. R. Pietras Program Manager, Navy Inactive Ships Program, PMS 333 Department of the Navy **Naval Sea Systems Command** 1333 Isaac Hull Avenue Washington Navy Yard DC 20376-2701

Re:

Project review under Section 106 of the National Historic Preservation Act of 1966 and the Antiquities Code of Texas, permanent dry berthing for the Battleship TEXAS, Houston, Harris County, Texas (Navy/106/SAL, THC Track 201207049)

Dear Captain Pietras,

Thank you for your correspondence describing the above referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission, which is also the agency responsible for administering the Antiquities Code of Texas.

The review staff, led by Elizabeth Butman, William McWhorter, and Mark Denton, has completed its review of the information provided, which was received on February 27, 2012. For the proposed construction of a permanent dry berth for the Battleship TEXAS, the Navy proposes an Area of Potential Effect (APE) encompassing the battleship, the San Jacinto Battleground State Historic Site, and locations across the Houston Ship Channel from which the battleship would be visible. Per our discussion at the January 26 and March 6, 2012 consulting parties meetings for this project, we understand that in addition to direct effects, the proposed APE takes into account the visual effect of the dry berthing project at various locations proposed within Texas Parks and Wildlife Department-owned land at the San Jacinto Battleground State Historic Site, as well as other indirect effects, including changes in visitor patterns that may result from the project. The updated APE received on February 27 encompasses the established boundaries of the San Jacinto Battlefield National Historic Landmark as well as a boundary expansion proposed by the San Jacinto Battleground Conservancy, as reflected in their letter of January 30, 2012, and is broader than the initial APE proposed at the January 26 meeting. The Texas Historical Commission agrees that the proposed APE takes into consideration feedback received from the consulting parties and concurs with its use for this project.

Additionally, the Navy seeks concurrence that the proposed undertaking may alter the characteristics of the Battleship TEXAS and San Jacinto Battleground that qualify them for inclusion in the National Register of Historic Places, thereby constituting an adverse effect per 36 CFR 800.5. Many factors must be considered in a careful evaluation of the effects of this project on historic properties, including but not limited to the physical impact of the dry berthing on the battleship, construction impacts, and visual effects of the dry berth on the battleship, battleground, and any other historic properties identified within the APE. Additionally, further engineering and design development of dry berth Option 5 is currently underway, and alternative sites for the battleship may be proposed by consulting parties. Although there are presently many unknown factors, the Texas Historical Commission concurs that the proposed undertaking has the potential for adverse effect to historic properties.

The Battleship TEXAS is a National Historic Landmark (NHL), a National Mechanical Engineering Landmark, and a State Archeological Landmark (SAL) under the Antiquities Code of Texas. As indicated above, the San Jacinto Battlefield is also an NHL. Section 110(f) of the National Historic Preservation Act requires that federal agencies, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to any NHL that may be affected by an undertaking. To that end, we fully support efforts to avoid or minimize the effects of the project on



these highly significant historic properties and look forward to continuing to work with your office, Texas Parks and Wildlife Department, the National Park Service, and the consulting parties for this undertaking, as well as the Advisory Council on Historic Preservation, should they participate in consultation.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. If you have any questions concerning our review or if we can be of further assistance, please contact Elizabeth Butman at 512/463-6167.

Sincerely.

a. Elizabeth Butman

A. Elizabeth Butman, State Coordinator for Project Review For: Mark Wolfe, State Historic Preservation Officer

### MW/aeb

Cc: Tuwana Cummings, U.S. Naval Sea Systems Command Michael Strutt, Director, Cultural Resources Program, Texas Parks and Wildlife Department Neil Thomas, Project Manager, Infrastructure Division, Texas Parks and Wildlife Department Christine Whitacre, Program Manager, Heritage Partnerships Program, National Park Service James S. Poles, Environmental Project Manager, U.S. Naval Sea Systems Command, via email Janet Wagner, Chair, Harris County Historical Commission, via email Bruce Bramlett, Executive Director, Battleship TEXAS Foundation, via email Chad Burke, CEO, Economic Alliance, Houston Port Region, via email Jeff Nilsson, Executive Director, Historic Naval Ships Association, via email Garry McMahan, Program Manager, Port of Houston Authority, via email Jan DeVault, President, San Jacinto Battleground Conservancy, via email Casey Borowski, Director, San Jacinto Historical District, via email Larry Spasic, President, San Jacinto Museum of History Association, via email Ronald Brown, President, Sons of the Republic of Texas, San Jacinto Chapter, via email Tammie Nielsen, District Director, State Representative Ken Legler, via email Jeff Dunn, consulting party, via email John R. Ward, consulting party, via email Admiral Will Fisher, Texas Navy Association, via email Nancy T. Burch. Daughters of the Republic of Texas, San Jacinto Chapter, via email Tony Gregory, Chairman, Battleship TEXAS Foundation, via email Cecil Jones, Board of Directors, San Jacinto Battleground Conservancy, via email Amanda Peters, Chief of Staff, State Representative Wayne Smith, via email Andy Smith, Texas Parks and Wildlife Department, via email

Russell Kuykendall, Texas Parks and Wildlife Department, via email Scott Triebes, Texas Parks and Wildlife Department, via email Justin Rhodes, Texas Parks and Wildlife Department, via email

Leslie Pompa, Crouch Environmental Services, Inc., via email

Patty Matthews, AECOM, via email